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Foreign Miscellany.

A CHIP OF THE OLD BLOCK.

Many persons entertain an idea, and even history asserts it as truth, that the Spanish Armada was conquered by the ships royal of the maiden Queen. But, bless your hearts, it was no such thing—at least, so they say in Cornwall and Devonshire. The true version is this. Sir Francis was lying with his ship at Plymouth, at no great distance from what is called Stonehouse Pool, and his sailors were carousing ashore. The Admiral was excessively fond of a game at skittles—it was natural to him to use balls to knock down his enemies—and he was playing with some friends on the Hoe, rattling down the King of Spain, and tipping over the royal family with great glee, when an express-boat arrived with tidings that the Spanish fleet was then in full career up the Channel. Drake twirled his moustache, looked out to seaward, and then continued his game to the end. Now he had only his own ship in the port, and the Armada was reported to be the strongest armament that ever floated on the ocean. The danger to England, therefore, was extremely imminent, and persons would conceive that the Admiral felt the peril in which his country was placed, destitute of defence. Not a bit of it; he never betrayed the slightest emotion, but ordering his boat he pulled on board, and commanded that they should bring him a block of wood and an axe. His orders were promptly obeyed, and the sturdy old Admiral doffed his splendid vest and sash, bared his arms to the shoulders, and seizing the axe, stood over the block like an executioner; insomuch that many of his men—and some from old recollections—began to feel if their heads were tight upon their shoulders or not. But Sir Francis entertained no thoughts of decapitation, though it is probable he had an eye to head-money, by way of ransom. Down came the axe upon the block, and off flew a good-sized broad chip.

"He's jist trying on it," said one of the seamen; "stand clear, shipmates, he's got a bit of devil in his eye."

The Admiral took the chip and placed it carefully in amidships, then raising the axe, down it came again, and off flew another chip, which was deposited by the side of the first, and thus he continued till he had as many chips as the old shipwrights used to carry out in bundles from the dockyards before Earl St. Vincent put a stopper on it, all ranged along in order. He then walked to and fro, with a devil-may-care sort of look, muttering something to himself, or to an invisible companion, and it was noticed by all hands that there was a mighty strong effluvia of sulphur, which almost choked them. As soon as he had done he called to his favorite steersman,

"Yo hoy, Dan," his name was Dan MacCormick, "Yo hoy, Dan, raise this two-decker," and he pointed to the first chip with his toe, "and launch it over the bulwark."

"Lord love yer Honour," exclaimed Dan, looking earnestly in the Admiral's face, "it ud go again my conscience in such a purdicklement as this to call a bit o' chip a two-decker."

"I did not tell you to call it anything," returned the Admiral fiercely, "I told you to launch it overboard; but since you have taken upon yourself to doubt the fact, and I must not have a shadow of doubt thrown upon the subject, I ask you whether this," and he again pointed to the chip with his toe, "is a two-decker or not."

"Well! Lord Amighty bless your Honour, why your Honour knows I'd swear it was a parish church, if so be as it ud please you," returned the man, "and arter all there's not much difference atwixt a chip and a ship."

"Is it a noble ship or not, sirrah?" demanded the Admiral, "let me have neither delays nor doubts."

"I'll take my oath it's a ship," replied the steersman, with a half-laugh and purser's grin on his countenance, for he thought the Admiral was cranky, and it was the best way to humor him.

"How many guns does she carry? Quick,—no delay,—but tell me," asked the Admiral, sternly.

The seaman looked at his chief, and broad humor and generous sympathy were struggling for the mastery. At last he said,

"Just as many as your Honor pleases."

"I have no choice in the matter," responded the Admiral: "Bear a hand, sirrah, or this axe shall fix you."

The poor fellow thought that the latter words were sixty, for he was somewhat alarmed when he saw the axe swinging over his head, and, without hesitation, he answered,

"Sixty."

"Then launch her over the bulwark, and prepare to jump aboard. I will make you a Captain, Dan!" exclaimed Sir Francis.

The steersman looked round, expecting to see his shipmates laughing at him, but their faces were grave and serious, except that now and then there were some fits of coughing and sneezing from the imbibing of the sulphureous vapors.

"Needs must, when the devil drives," mumbled Dan; and he felt a kick behind that rolled him over the chips. "Ay, ay, sir," shouted he, "I'll launch it directly."

"Get up, sirrah," angrily commanded the Admiral; "what are you sprawling there for? I think you have made too free an acquaintance with the ale-jack."

"Didn't your Honor kick me, then?" said the steersman, in a tone of offended dignity, as he rose up.

"I never raised my foot nor touched you, Dan," uttered the chief; "I designed your welfare; but, if you do not instantly fulfil my commands, take the consequences. A 60-gun ship will float you, I suppose?"—this was said ironically—"therefore, the moment you have launched her, jump aboard, and take the command."

Dan rubbed the part where he had been kicked; but, like a lucifer-match, the friction made it fizz and blaze so, that he quickly left off. He then took up the chip, and demanded,

"Am I to jump overboard, your Honor?"

"You are to launch your ship, and immediately spring on board of her," replied the Admiral, apparently vexed at the delay. "The Spaniards are at hand, and we want ships to fight them. Bear a hand."

"As to fighting, your Honor, I can do a bit of that with any on 'em," answered Dan; "but what I'm to do in this here —— Howsomever, it's no matter,—here goes."

Every soul on deck, both officers and men, were anxiously watching the proceedings, and their looks betrayed the deep interest with which they beheld the Admiral's favorite steersman advance to the bulwark. Dan cast a glance, half rueful, half comical, at Drake, as he uttered,

"Here she goes, your Honor,—a 60-gun ship, and Dan MacCormick Captain:" and, flinging the chip into the current, he promptly jumped after it. For a minute or two all was consternation at the seemingly rash act; but they heard Dan's voice hailing, "long life to yer Honor!—here I am, sure enough;" and, looking astern, they beheld a fine, noble 60-gun ship, manned and ready for sea, dropping out with the tide.

"Make sail for the Sound, Captain MacCormick!" shouted the Admiral, proudly: "I will be after you directly. And now, gentlemen," turning to his officers, "who's for another chip of the old block?"

Seeing is believing,—and there was the evidence before their eyes, that chips could be turned into ships. All eagerly pressed forward, and, one by one, the chips were handled. Dan's example was followed to the letter, and soon a proud fleet was under canvass ready to meet the foe. Drake, with his banners flying and his trumpets sounding, led the van, and what was the result? They fought and conquered. The place off which the Admiral's ship was lying when this wonderful achievement was performed is called "The Devil's Point" to this day; and everybody knows that "A chip of the old block" is a popular saying.

There, shipmates, tell that to the Marines, and see what they will make of it. The circumstances are currently believed amongst the legendary lore of Devonshire; and many an old lady in Cornwall will vouch as strongly for its accuracy as they will for the hieroglyphics in Moore's Almanac.

THE SCREW PROPELLER.

At the last meeting of the Liverpool Polytechnic society, the president, John Grantham, Esq., E. C., in the course of his annual address, said, that finding he had but few observations to make on the state and prospects of the society—so even had been the tenor of its way through all the changing scenes of the times—he should introduce to their notice a topic of public interest, suited to the character of their meetings; the subject he alluded to was the present state of steam navigation. After some introductory observations, as to the failure of the science as a profitable mechanical speculation, he called their attention to the screw propeller, as a substitute for paddle wheels—an improvement which he had great hopes would do much to place steam navigation on a firmer foundation. Several short notices of the screw propeller had appeared in scientific publications, [See *Mining Journal* of the 28th October, for a detailed description, with diagram,] but they were very imperfect, and little could be gleaned from them. It had, however, been referred to more satisfactorily, in a paper written by Mr. Elijah Galloway, the patentee of paddle wheels, in an appendix to Tredgold's work on the steam engine. But the author had not formed a decided opinion on the question, and did not establish its superiority. The French claimed to be the original inventors of the screw propeller, and few would dispute with them the honor on this point—though they also claimed the steam engine, which was due to the English. The lecturer here referred to a French paper detailing the performances of the French war steamer *Napoleon*, which were certainly satisfactory; and next noticed a number of instances in which the screw had been employed, even from the year 1699. It was also tried by different parties in 1743 and 1763. In 1802, the *Doncaster* transport, which had been becalmed, was worked into harbor at Malta, at the rate of one and a half mile per hour, by eight men at a spell. She went seven leagues with a screw, and the parties seemed to have contemplated every kind of propeller since patented by others. In 1825, the screw was applied to a vessel in the Thames. In 1828, a patent was taken out for a screw by Mr. Charles Cummerow. In 1832, M. Sauvage also applied it. In the same year, Mr. Woodcroft, of Manchester, took out his patent; in 1836, Mr. Smith his; and in 1838, Mr. Ericsson also obtained one. Cummerow's and Smith's were much alike. Mr. Grantham then explained the principle of the screw, or inclined plane, and its advantages over the paddle wheel, assuming for argument sake, that simply as a propeller, there was no preference to be given to either. He referred to cross sections of two vessels of the same dimensions, one with the paddles, and the other with the screw; also to longitudinal sections of the same. By pointing to this, he clearly showed the several advantages of screw vessels. There were several kinds of screw propellers, but the principle was the same in all—an inclined plane turned round a spindle, or cylinder. This he showed by

wrapping a piece of paper in the form of a right angled triangle round a roller; and the hypothenuse, or slanting edge, of the paper, described the worm of the screw, which might be made of any pitch. And if a screw were made to revolve in a solid, by giving it one revolution, it would move forward or backward, a distance equal to the pitch. There might be several threads in the same screw, but although this constituted a difference in form, the principle remained unaltered. Mr. Smith's first experiments were made with a single thread, or incline, wound round an axis, making an entire revolution, and presenting to the eye, when looking in the direction of the axis, the form of a complete disk. Ericsson's and others consisted of a short portion of the screw, with many threads, or inclines, in some cases appearing to the eye, when placed in the direction of the axis, as a complete disk. [He here described the number of blades on the screw, and how they were formed.] Woodcroft, who obtained his patent in 1832, adopted a slightly different system. Instead of the thread being uniform, and the incline the same at all points, he proposes an increasing pitch at the after end. His object would be understood by considering a fish's tail, more particularly that of the eel. In the evolutions made by its body and tail, they each continued to increase; and, consequently, the rapidity with which it struck the water increased also, and compensated for the loss of effect occasioned to the tail by the motion given to the water by the body. In like manner, by giving this constantly increasing angle to the screw, the same result would follow. This he, Mr. Grantham, conceived to be a very beautiful modification of the original screw propeller. The principle did not escape the attention of others; and it was to be regretted that it had not been tried earlier and made known. He had alluded to the plans of Messrs. Smith, Ericsson and Woodcroft, to the first two as being best known, and because he believed the award of superiority, was, by almost common consent, given to it. Mr. Smith was the originator of a company that built the Archimedes—a vessel that circumnavigated England, and performed other long voyages. She first drew public attention to the subject. Great credit was due to that spirited company, and to Mr. Smith, for these experiments, which were conducted on a liberal scale; but this was not the first vessel that had been propelled by a screw. Ericsson had previously done much, and displayed great originality of thought. The form of his propeller, although not the subject of this patent, had never yet been surpassed, and it required only the elongated pitch to make it the most efficient yet constructed. He, the lecturer, was influenced by this opinion, when recently called upon to construct the small vessel called the *Liverpool Screw*, which had been at work on the Mersey. He had taken care not to infringe any patent on the screw he adopted, and was surprised to find, on looking over the list, that these valuable plans have been overlooked. Several experiments had been made by Messrs. Brunel, Claxton and Guppy at Bristol, under the superintendence of the latter, upon various forms of screw in the Archimedes. In these some curious facts were observed, and it was then suggested that it was possible to propel a vessel faster by the screw, than the screw itself would have gone, had it worked in a solid medium. He at first conceived that there was an error in the calculations, but subsequent observation induced him to believe it possible to obtain such a result, and that all vessels having the screw in the dead wood, or run, have a tendency to go faster than the theoretical calculation would lead us to expect—though if this tendency were increased, it would be at a loss of power. He accounted for it by the manner in which water fell into the vacancy left as the vessel passed onward. A similar operation might be observed in watching the eddy formed by the pier of a bridge, in which case the body was stationary, and the water moved, but their relative positions were the same in both. The conclusion, therefore, was, that though the relative effect between the screw and the vessel appeared to be favorable, yet that being obtained at a great sacrifice of power, such a result might arise from defects in the form of the vessel, and was, therefore, no good indication, and that the utmost efficiency would be obtained, when the speed of the screw was from one-fifteenth to one-twentieth part greater than that of the vessel. The lecturer then noticed some of the most remarkable screw vessels that had yet appeared, and the forms of the propellers employed, and considered the difficulties that opposed the general introduction of the screw, and showed that some of the objections to it were groundless. He showed, by diagrams of two vessels of equal size, that where paddle wheel vessels could not easily have any beams over the engine room, on the plane of the lower deck, as the engine, etc., rose to the deck above, beams might be introduced in screw vessels at that point, not only greatly strengthening the vessel where she most wanted it, but admiting of a clear range of saloons, or cabins, fore and aft, with little or no interruption.

A short, interesting discussion took place, in the course of which the chairman ably and convincingly replied to the questions propounded, on the supposed lateral pressure of the screw.—*Mining Journal.*

A Practical Life Preserver.—A very simple instrument has just been introduced here, called the "Liancourt Nautilus." For convenience and safety it is as perfect as possible. It is an harmonicon, without the musical part. It consists of two oval tin plates as large as a man's hand, connected by a spiral wire capable of being extended to the length of three feet. This wire is covered by a waterproof bag or sleeve, the ends of which are sealed to the plates. The whole affair, when compressed together, is about five inches long by four thick. Through one of the tin plates is a hole, closed by a clapper on the inside. Take a plate in each hand, and draw them apart to the length of the bag, and the machine is inflated. The wire keeps the bag distended, so that the air would press out very slowly even if a small hole were to exist. It has been adopted already by the Admiralty service of both France and England.

Extract from the Report made by order of the English Admiralty.

SPITHEAD, PORTSMOUTH, *September* 2, 1844.

SIR: In compliance with directions contained in your letter of the 31st ult., I have the honor to inform you that the swimming belt invented by M. de Liancourt, styled by him, "The Nautilus," was tried in his presence yesterday, and again to-day, at Spithead, by myself and several of the men employed on the wreck of the "Royal George," who swam about with it for a considerable time. I beg leave to report on it as follows:

1st. With regard to the buoyancy, it perfectly answered the end proposed, of enabling persons, whether swimming or not, to sustain themselves above water for any length of time that may be required for saving them, when there is a possibility of doing so, in case of their falling overboard when at sea, or of shipwreck near the shore. Two of those who tried it (one a boy, ten years old) had never learned to swim, or been in deep water before; yet in a quarter of an hour they acquired so much confidence as to strike out properly, and with little practice they would become expert swimmers.

2d. With regard to construction, the extreme lightness and portability of the belt when not inflated, (as it may be carried in the pocket,) the ease and simplicity with which the air is admitted, and the distention of the case by the metal spiral after inflation, constitute its principal advantages.

The process of inflation is performed by the person who is about to use the belt, by pressing on the valve at one of the ends with the finger, at the same time gently elongating the spiral within the case, which being a coil of thin plate iron, allows speedy contraction and expansion. When fully elongated the spiral sustains and presses on the linen case, and the air within it has no tendency to escape, as in the McIntosh belt, which is distended by the air alone; and it may even be pierced with needle holes without allowing more than a small drop of water to enter at each hole, a quantity too insignificant to cause any material difference in the buoyancy.

G. B. HATCHISON,
Lieutenant Royal Engineers.

Admiral HYDE PARKER, *Portsmouth.*

THE GREAT BRITAIN.—Since the abandonment of all hopes of obtaining the enlargement of the dock-gates, preparations have been made for floating this vessel out on tanks, to be filled with air, preparatory to placing her upon which it was necessary that she should be dragged out of dock into the floating harbor. Attempts were made to do this without success for two or three days last week, and at length by the exertions of Mr. J. M. Hyde, who descended in a diving bell, some timber which had adhered to her bottom was dislodged and she was got out, and now lies moored in the floating harbor, where she awaits the construction of the tanks, which are to be made air and water tight and placed under her keel, in the hope of bouying her so as to float the wide part of her hull over the contracted portion of the dock entrance, and thus enable her to get out from her imprisonment into the ocean, and to fulfil her engagement to sail from Liverpool for New York on the 13th July, of which, however, there seems to be at present very little prospect.

VOLTAIC BATTERY.—We have ascertained from the best authority that Colonel Pasley first began to try experiments with a view to the firing of mines with a private voltaic battery, in October, 1837, assisted by Ensign R. B. Smith, of the East India Company's Engineers: that he officially applied for two voltaic batteries, in his annual demand of stores, forwarded to the Master-General and Board of Ordnance on the 21st of the same month, for the public service, and with the view to the instruction of the officers and men under his command in the use of that instrument, for the purposes of military mining; and that he was led to this investigation, not by reading Dr. Hare's papers on the same subject, the first of which appeared in Silliman's American Journal of Science for October, 1831, and the last in the Transactions of the British Association for 1836, (vol. v.,) (though that gentleman was undoubtedly the first to apply the voltaic battery to the blasting of rock, and the first author we have met with who suggested the idea of using it for blasting under water also, as well as for the purposes of military mining,) but from having perused an article, which appeared in all the newspapers, some time in the autumn of 1837, stating that a wooden bridge had been blown to pieces by a Russian officer by the voltaic battery, in presence of the Emperor Nicholas, some fragments of which had been thrown over his Imperial Majesty's head, and had killed and wounded two or three soldiers. The knowledge of this incident was the immediate cause of attracting Colonel Pasley's attention to the subject now under discussion; and in a paper on blasting under water, written by him, and publicly read at one of the meetings of the Institution of Civil Engineers on the 10th of April, 1838, he even stated his opinion that the voltaic battery would be by far the best mode of effecting great subaqueous explosions under difficult circumstances. Mr. Bethell's paper on the same subject was not read at that institution until a fortnight afterwards, viz., on the 24th of the same month, and therefore Colonel Pasley was in no way indebted to that gentleman for the idea of using the voltaic battery for military purposes; and we must of course suppose that the editor of the very useful and able journal alluded to could never even have heard of Dr. Hare's well-authenticated proceedings in Pennsylvania in 1831, and in England in 1836, or he would not have ascribed to Mr. Bethell the merit which belongs to that distinguished American.—*United Service Magazine.*

MARRIAGE OF OFFICERS IN THE FRENCH ARMY.—A recent ordonnance from the War Department directs, that the subaltern officers in the French army shall exhibit proof that they are possessed of a fixed income of 50*l.* (twelve hundred francs,) before they can obtain a license to marry. This regulation would seem to be not only necessary, but connected

with the best interests of the individuals themselves, as well as of the army at large. It is notorious that the pay even of a lieutenant is quite inadequate to maintain a family, particularly under the circumstances of the extra expense to which a married officer is liable, from the frequent change of quarters. There is probably no army in Europe which has so many married officers as the French; and most assuredly, there is none, where so much domestic misery lays concealed under the mask of outward show, or where the officers' ladies in general have such slender claims to be ranked among the well-educated classes of society; far too little regard is had to pecuniary considerations when an officer marries, and neither the heads of regiments, nor the officers as a body, possess the slightest control over the origin or manners of the female with whom an officer may choose to ally himself. There is no "*esprit du corps*," or regard for the common "*convenances*" of society, to act on the occasion as a check to an imprudent union. Military discipline is the only mark aimed at: beyond this, full liberty and equality reign supreme. Any Captain has the power to order his Lieutenant under arrest for the most trivial lutches, and for a whole fortnight in certain cases: but it is matter of little or no concern to him what may be his conduct off duty. It may, perhaps, arise from this state of things that, in whatever esteem a subaltern may stand on the mere score of his rank, he finds much difficulty in obtaining admittance into the higher walks of society; much of his time, therefore, when off duty, is spent in *cafés*, and his manners contract accordingly a rough and somewhat plebeian cast. The perpetual shifting of quarters, too, operates injuriously upon his habits and character, for it is inimical to any staid system of life, and debars him of the opportunity of forming close or longthened associations. From these and other causes, which are aggravated by the evils too frequently arising from the ill-assorted connexions entered into by his brother officers, families of a certain standing in society become fearful of opening their doors to them. In short, under every point of view, the regulation lately promulgated would appear to be both expedient and judicious.

Oceanic Surf.—Surf may be simply defined as the swell of the sea, checked and broken by the shore. At times it rolls up a beach lazily enough, but when excited, well merits the term of "sea-boilings," used by the "aunciente maryneres," for its "cocklings" drive about imperiously with a giant's strength, and Cyclopean, but not unmusical roar. To be sure there are those who view such phenomena with phizzes at once woe-begone and emetical—

With sad soul sickening o'er the heaving wave.

But to others they are a source of freshness, enjoyment, and gladness; and we feel a gratification in recalling the wild strains we have heard upon many a coast, from the North and South Atlantic to the Pacific Ocean, and from the Lydian whispers of Sicilian shores to the Phrygian thunders of the Coromandel coast. Often and often has it been our delight to study and enjoy the action of the elements,

And hear the mighty waters rolling evermore.

In very fine weather the surf forms but a single range along the shore, at other times there are two, three, four or even more swells, one behind the other, extending half a mile into the offing; in which case the height and violence are mutually increased. It begins to take its form at some distance from the place where it breaks, and augments by degrees as it advances, until it arrives at an overhanging height, when it is precipitated, involving itself in its fall, with a noise that may be heard at several miles' distance, and which often, in the stillness of night, has given the navigator sufficient notice of his danger to enable him to escape shipwreck. Indeed, the sight of this wall of water, from ten or twelve to twenty feet high, rolling over with impetuous fury, must ever excite mingled emotions of admiration and awe. "The force of the surf is so extremely great," says Marsden, "that I have known it to overset a country vessel, in such a manner that the top of the mast has stuck in the sand, and the lower end made its appearance through her bottom."

Although from the first formation of the surf the water seems to have a rapid progressive motion towards the land, yet a light body floating on it instead of being carried on shore, drifts parallel to it if the tide is flowing, and drives off if it is ebbing; to the truth of which we once had personal and rather uncomfortable experience when adrift in a boat alone. From this condition it seems to follow, that the motion only is propagated in the fluid; and that the mass of water is not propelled forward,—the only real progressive movement being produced by the vertical fall of the crest at the moment of the waves' breaking, when the surf spreads itself in foam to a greater or less distance, in proportion to the elevation from which it was precipitated, and to the acclivity of the shore.

Though it is difficult to conceive that the waves which are to form the surf do not owe their origin to atmospheric influence, yet there are many evidences that the wind is not the immediate cause of the surf itself, for it is often greatest in a calm, and least in a storm, and is also often most violent when the wind blows off the shore; and the surfs are greatest between the tropics than elsewhere, as well as more continual, though gales of wind, except at particular periods, are scarcely known there. "The west coast of Ireland," says Marsden, "borders a sea nearly as extensive and much more wild than the coast of Sumatra; and yet there, though when it blows hard the swell on the shore is high and dangerous, there is nothing that resembles the surfs of India." In this difficulty of finding an efficient cause, volcanic agency has been resorted to, and some of the elucidatory facts advanced are startling enough, as in the instances of the sudden and tremendous surf which accompanied the great Lisbon earthquake, recorded by the observant Mr. Mitchell, in the Philosophical Transactions. But volcanic agency must necessarily be temporary; instead of which our subject requires a long enduring cause: we must, therefore, recur to the more frequent phenomena of na-

ture for explanation. The long swell, or libration of the sea, met with near the equator, seems to be caused by the more direct and powerful influence of the sun and moon on this part of the ocean, by which it is necessarily more agitated than nearer the poles, where the action of the heavenly bodies is indirect; besides, the equatorial region performing its daily revolution with greater velocity, and in consequence of its tracing a larger circle than any other portion of the globe, its waters must be more agitated by the centrifugal force, which depriving them of a portion of their gravity, renders them more susceptible of external impulses. Now Marsden supposes the rising and subsiding of this swell to be similar to the vibrations of a pendulum, and to be subject to like laws, so that its momentum of descent at sea will reciprocate on the adjacent particles, which in their turn rise and impel others. But when the wave approaches a shore whose depth is not in proportion to its volume, this wave, instead of pressing on a mass of water which would elevate itself to an equal height beyond, and form another wave, presses on the unyielding ground, the reaction of which forces it to precipitate itself as we have stated.

We confess this reasoning carries such weight with it, that we regret it is not fully satisfactory, and that the ingenious gentleman—with whom we talked more than once this matter over—was obliged to continue thus: "But there occurs to me one objection which I cannot get over, and which a regard to truth obliges me to state. The trade-winds are remarkably steady and uniform, and the swell generated by them is the same. The surfs are much the reverse, seldom persevering for two days in the same degree of violence; often mountains high in the morning, and nearly subsided by night. How comes an uniform cause to produce effects so unsteady, unless by the intervention of secondary causes, whose nature and operation we are unacquainted with?" Despite of this very formidable objection, we cannot but think there are not more exceptions than are enough—on further investigation—to prove the rule.

In the absence of a sufficient known cause, it is truly desirable to notice the various effects of wind and surf; such observations—taken in conjunction with the known laws of physics—can alone furnish the materials necessary for an accurate and scientific inquiry into the general oceanic relations on the margin of continents, and on the coasts of islands. A systematic accumulation of data upon these points might prove of considerable importance to the navigator, as being in connection with the periodical changes of the atmosphere, and the seemingly capricious course of the winds. Every seaman already knows full well that a swell setting in a contrary direction to the wind blowing at the moment, is a certain prognostic of the wind's changing to the direction of the swell; but no one can set a boundary to the useful and distinct conclusions which further inquiry may reveal. *Præmonitus, præmunitus*,—or fore-warned, fore-armed,—should ever be a sea-motto. It is but recently that the theory of the circular and progressive motion of hurricanes has been established as a fact, to the explanation of many remarkable circumstances observed in the West Indies, and other places, during such visitations; and it is certain that whirlwinds are not likely to revolve on their own axes over the ocean, without a corresponding disturbance of the waters.

The luminosity of the ocean seems now to be reduced to two hypotheses, one of which ascribes it to the shining of numerous animalculæ, and the other to the light proceeding from the putrefaction of animal substances. The azure tint of the oceanic waves is known to be owing to the blue rays being the most refrangible, and therefore reflected in greatest quantity by the aquatic fluid, which, by reason of its density and depth, causes them to undergo a strong refraction; while the various shades from indigo to light green depend upon local causes. But there is a connection between these, the swell, and the weather, which requires a much closer attention than hath been yet given, before a full conclusion can be justly expected.

The breaking of surf along a coast is not the only development of the oceanic action to which we allude; and another striking instance is observable in the extraordinary *ripples* which are frequently encountered in the upper parts of the Bay of Bengal, and other places. These ripples resemble an impetuous tide boiling and breaking in front of an obstruction; and yet, from the observations that have been made on them, they appear not to have the effect of current, or in any way to throw a ship out of her reckoning. They are most frequently met with in light winds or in calms, having the appearance of a dangerous shoal. They sometimes advance against the wind, at the rate of two or three knots per hour; and striking against the ship, wash her with the surges. In passing to windward they may be traced to a considerable distance, and might prove disagreeable visitors to patamars and other small craft.

Among other phenomena of surf, that called *rollers* is perhaps the most remarkable. It is well known in oceanic localities, but seems to *flourish* in the greatest vigor in the South Atlantic, especially at Ascension, Fernando, Noronha, St. Helena, and the desolate isles of Tristan d'Acunha. In calm weather and smooth water, a monstrous wave rolls in from the north, which, being interrupted by the cliffs, dashes down with terrific fury, and a stunning noise; and it is followed by others—*vires acquirant eundo* (*e undo?*)—to an awful grandeur, which would occasion the destruction of every ship exposed to them. This bulky swell rises without any apparent or hitherto detected warning, and subsides as suddenly and entirely; but it is generally found to precurse a hard gale.

In October, 1817, an unfortunate sloop-of-war, the Julia, of sixteen guns, was caught off the dangerous inlet at Tristan d'Acunha called Falmouth Bay. The night had been perfectly calm; but at two o'clock in the morning, while still quite dark, the fatal rollers set in, and she was driven into the bay by them. The consequence was inevitable,—the ship struggled for a moment among the furious breakers

which whitened along the fearful shore, and was beat to pieces.

A modification of this heavy swell is known in the Caribbean islands by the name of "the ground-sea," and at Jamaica it is called the "norths." Some occidental savans attribute this also to submarine volcanic agency, and others ascribe it to lunar influence: while neither party denies the implication of distant gales of wind. But we have seen the ground-sea in those parts rise, rage, and subside, during light airs, or even calm weather; at which times massy undulations approach, and, as they near the land, form billows crested with foam, and impetuously dash along the shore with loud roarings and flying spray.

NAPOLEON'S WRITINGS.—Marchand, the renowned *valet de chambre* of Napoleon, has issued a disavowal of the genuiness of the articles from St. Helena, recently sold at London as those of his master. The purchasers have been bitten, to their heavy cost, in seveeal of the pretended relics.—*N. Y. Sun.*

FRENCH NAVY.—The French navy consisted in 1777, of 66 ships of the line, and 41 frigates; in 1787, of 70 ships of the line, and 65 frigates; in 1791, of 82 ships of the line, and 73 frigates; in 1801, of 55 ships of the line, and 43 frigates; in March 1814, of 103 ships of the line, and 52 frigates; and in June 1814, of 73 ships of the line, and 41 frigates.

RUSSIAN IMPERIAL GUARD.—It was on this occasion I witnessed for the first time an alteration in the heavy cavalry equipment, which, if followed up, in the event of a general war, is likely to be productive of a corresponding degree of change throughout the whole system of military tactique, especially as regards the infantry. I allude to the system recently introduced into the Russian Guard of arming the Cuirassier regiments with lances, with which the whole of those corps are now provided, the weapon being of a longer and heavier description than that carried by the Hulan or Lancer.

I was the only English officer present, but there were several Austrian, Saxon, and Prussian, strangers like myself, and in our convervation relative to this important innovation, I believe among the whole of us there was not one dissentient voice, that, with horses well-trained, and the riders possessed of the requisite nerve, infantry, as at present armed and organised, would be utterly unable to withstand them.

While to arrive at an exact statement regarding the *bonâ fide* general amount of the Russian army is wholly impossible to ascertain; the actual numerical strength of the Imperial Guards alone is very difficult, from the contradictory statements given by the officers themselves, in which the aggregate varies from forty to eighty thousand men! As far as I myself could judge, on this occasion the parade mustered about 6500 Regular Cavalry, of all arms, 20,000 Infantry, 2000 Sapeurs and Artillery, 3000 Cossacks, and 1000 Irregulars, making in all an average of from between thirty-three to thirty-five thousand; and in this opinion Colonels Von L—— and De M——, of the Austrian and Prussian services, who, like myself, had served for many years on the Staff, concurred.

However, the following state, though imperfect may be considered a very fair estimate of the Imperial Guard, both as to actual numbers and detail.

CAVALRY.	Average Total of Lances, Sabres, or Bayonets.
Four regiments of Cuirassiers, each eight hundred strong, white uniform, -	3,200
Two regiments of Hussars, each eight hundred strong, scarlet uniform, - -	1,600
Two regiments of Lancers, each eight hundred strong, blue uniform, - -	1,600
One regiment of Dragoons, green uniform,	800
Two pulks of Regular Cossacks, embodied chiefly from the minor tribes, each six hundred strong,	
Contingents from the several great tribes, viz.,	
One pulk of Cossacks of the Don, sky blue uniform, - - - -	600
One ditto, Black Sea, uniform dark blue, with red sleeves, - - -	600
One ditto, Ourenbourg, dark blue Circassian Costume uniform, - -	600
One ditto, the Line, Circassian Costume uniform, - - - -	600
Circassian, Kirghis, and other Asiatic Contingents, a rich uniform national costume, - - - - -	600
Total of Cavalry, - - -	11,400
INFANTRY, *Green Uniform.*	
Seven regiments of Grenadiers, composed of three battalions, each battalion one thousand strong, - - -	21,000
One regiment of Marines (Equipage de la Garde,) - - - - -	1,000
One regiment of Finland Riflemen,	1,000
One ditto of Veterans, - - - -	1,000
Total of Infantry, - - -	24,000
ORDNANCE, *Green Uniform.*	
One battalion of Sappers, - - -	1,000
Four troops of Horse Artillery, - -	800
Twelve companies of Foot Artillery, -	1,800
Total of Ordnance, - - -	3,600
Total of Ordnance, - - 3,600	
Total of Cavalry, - - 11,400	
Total of Infantry, - - 24,000	
Grand Total, - - 39,000	

This splendid force is, of course, an army in itself, possessing its own Etat Major, Commissariat, &c., &c., and, in fact, in lieu of terming it the Imperial Guard, a mere showy appanage of the Crown, it might with much more propriety be termed a "Corps d'Armée Elite."—*Lieut. Col. G. P. Cameron.*

LIST OF THE OTTOMAN MARINE IN 1844.

Names.	Signification.	Tonnage.	Guns.	Captains.	Pay	Rations.	Lieutenants.	Midshipmen.	Crew.	Remarks.
SHIPS OF THE LINE.					*Pis.*					
1. Mahmoudiyeh	The Praised	4,910	128	Tiriakli Hassan Bey	1,500	15	14	28	1,400	Carries 146 guns.
2. Messudieh	The Happy	4,001	118	Topal Mehmed	1,500	15	14	28	1,400	Another called Selimiah, is being taken to pieces. She carried 112 guns, as per register.
3. Fevzieh	The Victorious	2,881	98	Cutchuk Hassan	1,200	12	10	20	950	
4. Memduhieh	The Praiseworthy	3,130	104	Missirli Osman Bey	1,200	12	10	20	950	
5. Teshrifieh	The Honorable	2,778	98	Toufan Bey	1,200	12	10	20	900	
6. Fetheyeh	The Triumphant	1,890	98	Giaour Hajji Bey	1,200	12	12	24	950	
7. Tevfikieh	The God aided	1,710	86	Cutchuk Tufan Bey	1,200	12	12	24	800	
8. Nusretieh	The Conquering	1,192	84	Dali Hafiz Bey	1,200	12	9	18	800	Built by F. Rhodes, Esq. This vessel must be at least of 2,000 tons.
9. Burji Zeffer	The Tower of Victory	1,349	84		1,200	12	9	18	800	
10. Mukademaï Hyer	The Prelude of Good	1,480	86		1,200	12	10	20	800	
11. Paiki Zeffer	The Messenger of Victory	3,410	112	Bostanji Ibrahim Bey	1,200	12	8	16	800	
12. Nedjmi Shevket	The Star of Glory	1,970	108		1,200	12	8	16	800	
13. Idjlallieh	The Majestick	3,820	112	Kaissuli Ahmed Bey	1,200	12	9	18	750	
14. Nizamieh	The Well-ordered	2,717	64	Cutchuk Amin Bey	1,200	12	10	20	850	Built by F. Rhodes, Esq.
15. Paiki Mesret	The Messenger of Joy	1,502	112	Ingliz Mustafa Bey	1,200	12	8	16	700	
FRIGATES.										
1. Shadieh	The Joyous	1,240	64	Top Hassan Bey	950	9	6	12	550	
2. Hifzi Rahman	The All-clement Guarded	1,200	64	Hussain Hadja Bey	950	9	6	12	550	
3. Perter Fishan	The Brilliant	1,910	44		950	9	6	12	550	
4. Surieh	The Nuptial	1,610	56	Emin Bey	950	9	6	12	500	
5. Mirati-Zeffer	The Mirror of Victory	1,540	60	Yussuf Bey	950	9	5	10	500	
6. Nessimi-Zeffer	The Zeffer of Victory	1,970	52	Izmirli Abdulla Bey	950	9	6	12	550	
7. Tarriri Bahri	The Bird of the Sea	1,162	60		950	9	6	12	500	
8. Kaidi Zeffer	The Guide of Victory	1,665	52		950	9	5	10	500	
9. Kaivani Bahri	The Sea Planet	1,860	54	Franciz Ahmed Bey	950	9	6	12	500	
10. Shahab Bahri	The Sea Star	1,585	60	Socatli Hussain Bey	950	9	6	12	450	
11. Avni Illah	The Aid of God	923	44		950	9	5	10	450	
12. Faizi Rahman	The Gift of the All-Clement	1,422	44	Missirli Yussuf Bey	950	9	5	10	500	
13. Naveki Bahri	The Sea Arrow	1,548	60	Arab Kadri Bey	950	9	5	10	500	

14. Fazli Illah	The Grace of God	914	64	Ingliz Osman Bey	950	9	6	12	450	Captured from the Russians.
15. Caffri Sheik	Name of an Egypt. village	1,960	44		950	9	6	12	350	
16. Sherref Ressan	The Glorious	1,980	60	Cutchuk Osman Bey	950	9	5	10	400	
CORVETTES.										
1. Messeri Ferah	The Path of Joy	1,016	24	Hassan Bey	750	7	4	8	350	Purchased from H. Eckford.
2. Gul Safid	The White Rose	1,010	24	Mehmed Bey	750	7	4	8	400	
3. Seiri Zaffer	The Victorious Path	1,100	24	Sheremet Bey	750	7	4	8	350	
4. Nedjât		1,301	24	Hassan Bey	750	7	4	8	400	
5. Djairani Bahri	The Sea Gazelle	1,012	24	Gritli Ali Bey	750	7	4	8	450	
6. Nedjmi Fishan	The Twinkle of the Stars	1,001	22		750	7	3	6	450	
7. Ferah Numa	The Joyful	960	24	Mehmet Bey	750	7	3	6	380	
8. Faizi Maboud	The Lord's Gift	1,021	24	Osman Bey	750	7	4	8	400	
BRIGS.										
1. Kavzi Zeffer	The Arch of Victory	820	24	Omer Captan	500	5	2	4	120	
2. Djaï Ferah	The Abode of Joy	920	24	Mehmed Bey	500	5	2	4	120	
3. Fidjr Seffid	The White Aurora	860	22	Ismail Captan	500	5	2	4	120	
4. Akhtar	The Star	830	24	Cara Ali.....do	500	5	2	4	120	
5. Fethi Bulend	The Brilliant Triumph	925	24	Ali Bey.....do	500	5	2	4	120	
6. Sureyya	The Pliades	945	24	Mahmud.....do	500	5	2	4	120	
7. Sheref Numa	The Glorious	829	22	Hamdi Bey...do	500	5	2	4	110	
8. Nevidi Futuh	The Victory's Apparition	725	14	Hussain.....do	500	5	2	4	110	
9. Nairi Zeffer	The Eclat of Victory	745	12	Tussuf.....do	500	5	2	4	110	
10. Sarzi Jedid	The New Fashion	735	14	Djebegee Oglu do	500	5	2	4	110	Built by F. Rhodes, Esq.
11. Nev Esser	The Novelty	820	14	Omer.....do	500	5	2	4	110	Built by F. Rhodes, Esq.
SLOOPS.										
1. Suriet	The Speedy	200	8	Mehmed.....do	180	3	-	1	40	
2. Mudjda Riss	The Bringer of Good News.	240	8	Ibrahim.....do	180	3	-	2	40	
3. Revnak	The Brilliant	125	6	Ahmed.....do	180	3	-	1	30	
4. Maltizli	The Maltese	110	4	Mehmed.....do	180	3	-	1	30	
5. Kaimack Tabaghee	The Cream Dish	100	6	Ibrahim.....do	180	3	-	1	30	
STEAMERS.										
1. Esseri Iadid*	The Sign of Improvement.	1,980	14	Arab Osman Bey	950	9	2	5	120	Horse power 320.
2. Taïri Bahri*	The Sea Bird	1,675	2	Ghalib Bey	750	7	1	4	100	Horse power 150.
3. Paiki Sheoket*	The Messenger of Glory	1,618	2	Izzet Bey	750	7	1	5	80	Horse power 120.

* Built by Foster Rhodes, Esq.

LIST OF THE OTTOMAN MARINE IN 1844.—Continued.

Names.	Significations.	Tonnage.	Guns.	Captains.	Pay.	Rations.	Lieutenants.	Midshipmen.	Crew.	Remarks.
4. Messiri Bahri	The Sea Path	1,300	2	Hussain Bey	750	7	1	4	80	Horse power 120.
5. Esseri Hyu	The Good Sign	985	2	Yahya Captan	600	5	1	3	70	Horse power 100.
6. Messayri Ferah	The Path of Joy									
7. Huma Pervaz	The Imperial Bird*									
8. Zibaij Tejaret	The Ornament of Trade†									Horse power 180.
9. Areklee	The Heraclia†									Horse power 150.
10. Iscudar	The Sentari†									Horse power 140.
11. Yani Dunia	The New World†									Late Bangor, of Boston, Mass.
66		89,239	2 832		39,900		301	617	26,500	

Total of Vessels.

Ships of the line, (two four decks,)	15
Frigates,	16
Corvettes,	8
Brigs,	11
Sloops,	5
Steamers, (five of which are mercantile,)	11
	66

Dimensions, etc., of the "Mahmoudieh."

Length between perpendiculars on lower gun deck,	213 feet.
Extreme breadth,	62 8-12.
Draught of water,	30 1-12.
Her guns on lower gun deck,	32 42-pounders.
Her guns on middle gun deck,	34 32-pounders.
Her guns on upper gun deck, (medium or long shorts,)	36 32-pounders.
Her guns on spar gun deck,	36 42-pounders.
Her guns on spar gun deck,	2 68-pounders.
	140

* This is a small steamer presented by Mehemet Ali, of Egypt, to the Sultan. † These steamers from the Steam Navigation Company.

The above interesting table has been obtained from the most authentic sources, and the accuracy of the correspondent by whom it has been furnished may be fully relied on. In a note accompanying the table he communicates the following additional information:

"I am confident no European has ever been able to procure as much. I believe the force is generally underrated, and the number of the crews greatly exaggerated, the latter for the purpose of defrauding the Government—the Captain holding both purse and sword. The fleet, large as it is, is of no possible use to the Sultan. Since the departure of Mr. Rhodes, the Government has only built one vessel, and that by his brother-in-law, Mr. Reeves, which is a beautiful boat, and runs very fast. The present Capudan Pacha's merit consists in being the Sultan's brother-in-law. The only professional Capudan Pacha they have had for more than twelve years, is Tyher Pacha, now in disgrace. Last summer Halil Pacha (the C. P.) went out into the Archipelago, with a considerable squadron, and report says, made a great deal of money, by settling controversies, and compelling Governors to make contracts with him for timber at a very low rate, which he subsequently resold at a high one. I happened to be at the Dardanelles when he returned, and he then declined returning the salute of a French brig of war from his own ship, on the plea that the noise gave him attacks of the nerves. The Naval Academy of the Arsenal does the Turks credit. They have there about three hundred students, with good professors to teach them; but of practical navigation they know nothing. Captain Dunn, who brought out the Bangor here, has gone to the United States for a large steamer on the Ericsson propeller system for the Turks."

National Institute.

LETTER FROM DAVID MYERLE.

CULTIVATION OF HEMP AMONG THE INDIANS.

INDIAN TERRITORY,
May 8, 1844.

DEAR SIR: As you have done me the honor of electing me a corresponding member of your noble Institute, I gladly embrace the present opportunity of giving you a brief account of my tour among the various tribes of Indians inhabiting the Missouri Territory. My principal object was to endeavor to induce them to turn their attention to the culture of hemp for the use of the U. S. Navy, and for other purposes. In 1842 and 1843, I made a similar tour amongst these tribes for the same purpose. I found them well disposed to undertake its culture on condition that I would instruct them, and promise to purchase it when raised. Believing that the employment suggested would be well calculated to effect a favorable change in their habits and condition, by withdrawing their attention from hunting, and fixing it exclusively upon agricultural pursuits. I brought the subject before the Indian Department, which, approving my scheme, directed its Agent in this country to purchase and distribute a quantity of hemp-seed amongst five of the most prominent tribes which I had selected. It affords me much pleasure to be able to inform you that from present prospects, my efforts seem likely to be crowed with success, even beyond my expectations. Upwards of two hundred Indians have seeded their land, and have exhibited a degree of energy and perseverance little to have been expected. At least a hundred more would have engaged in it, but were prevented by the seed being exhausted. The plan of culture which I have recommended to them is simple, well adapted to their habits, and, I think, calculated to produce an article superior to that raised by the ordinary mode.

In one of my *talks* to the Chiefs, I commenced by describing to them the mode of preparing the hemp. I then assured them that my motives in visiting them were friendly,—that my design was to do them good; that I pitied the poor Indian, and ardently desired to promote his happiness and prosperity. In order to effect this I was desirous of teaching them the mode of raising hemp. I informed them that their Great Father required annually $150,000 worth of this article, and if they would be industrious they might realize all this money. That the plan I proposed would produce better hemp than that raised by white people, their land being better adapted for the water-rotting process than theirs, being supplied abundantly with fine springs of water, &c. I assured them that I expected to receive no reward for my toil except what I might derive from their exertions, and exhorted them to pay strict attention to my instructions, that through this means they might render themselves respectable, prosperous, and independent. I explained to them that the raising of hemp would in a few years furnish them with clothing and nourishment, as well as enable them to build good houses, barns, stables, and procure them all the conveniences enjoyed by their white brothers. I said, "show me a white man who is a hemp-grower, and I will show you a man who is growing rich, if he be industrious and frugal. And," I added, "the Indian should grow rich faster than he, because his land is better adapted to its culture. Your Great Father and white brothers fear that you are indolent, and will not work; but I have assured them to the contrary. I have told them that all the poor Indian requires is encouragement and proper instruction. And I am now here my brothers, for that purpose. When I return, do not let my brothers say I am a liar."

This speech produced a great sensation, and I was answered emphatically, "No, my brother!" I then explained to them many of the advantages likely to result from the scheme I proposed, hinted that in time the influence which wealth would give them, might even draw them into the councils of this great nation, to deliberate upon the affairs of their red and white brethren united. All these, and many other advantages would result from their prosecuting with proper spirit the raising of hemp.

They replied that they believed all I said; that I was their friend, and had been sent by the Great Spirit to instruct them. They promised to do all I told them, but said that I must stay with them—that they were very poor and wanted money very much, but that my visit to them gave them more pleasure than if they had received a thousand dollars. They said they would prove to their white brothers that the Indians could raise hemp as well as they. I told them that the work would be very hard, but they said they cared not for that, if I would only stand by them and be their friend, which I of course promised to do.

The event has proved that my confidence was not misplaced. Every man among them has prepared and seeded his land.

Major Cummins, the Agent for these tribes, who is a very efficient officer, well calculated for the responsible station he holds, and highly respected by all the Indians, had doubts of my success in the outset, but now acknowledges that my plans are so well adapted to their habits that there can be no question of it and that their hemp will be better than that ordinarily raised by white people.

From present appearances I feel no hesitation in expressing my belief that in less than five years from this time the wide prairies from hence to the Rocky Mountains will be thickly interspersed with plots of hemp, planted and worked by the rightful possessors of the soil.

I expect to be able, when I leave here, to send a fine collection of curiosities to the Institute.

I am, dear sir, very respectfully, your obedient servant,

DAVID MYERLE.

To Francis Markoe, Jr., Esq.,
Corresponding Sec'y National Institute.

Communication.

FLOGGING IN THE NAVY.

In view of pending legislation, and by way of suggestion to both legislators and officers, I send you the following brief extract from a paper which I had occasion to draw up some months ago.

"The *fact* of corporal punishment by law on board ships of war, may, at first sight, strike many minds revoltingly. But a little reflection will show the necessity of this fact. All human waywardness is kept in subjection to moral government, either by high moral and religious principle, or by the dread of physical suffering as a consequence of negligence or crime. Where high principle exists, physical coersion may not be necessary. But among the class of persons from which those who usually follow the business of seamen, are taken, this principle cannot be assumed to exist so generally, as to render out ward force unnecessary. The notion, often promulgated, that seamen are a peculiar people, and therefore require a peculiar government, is absurd. Human nature is the same everywhere. It yields to circumstances, which produce like effects, whether operating at sea or on shore. In the domestic and other subordinate employments of common life, and throughout the social system on shore, outward force is, in this climate, constantly in operation; for indolence, unfaithfulness to employers, or dishonesty, it is known will, in the end, leave individuals, so offending, exposed to the inflictions of cold, hunger, and general destitution—sufferings infinitely more intense and prolonged than those produced by corporal punishment as practised in the service. The dread of these sufferings operates continually to stimulate the moral sense. Remove this dread anywhere, whether at sea, or on shore, and substitute no other in its place, and every evil impulse will exercise its full play, to the production of incalculable mischief. In a ship of war this dread *is* removed; for by law every individual is there ensured clothes, food, shelter, and every necessary comfort; and hence a substitute is indispensable. But what shall it be?, Confinement? That takes from available numbers, and the *least* force adequate to the management of a ship and her armament, constitutes the *whole* crew of an armed vessel. Supernumeraries are not taken, for they would consume the scanty stock of provisions which a ship can carry, and thus destroy her efficiency. And with a vicious public sentiment pervading a ship's company, masses might glory in the supposed martyrdom of confinement, rather than submit to the requirements of discipline. Extra labor, and restrictions, answer for the correction of miner offences, but those of a graver character must also be provided against; and it is difficult, or impossible, to conceive an adequate remedy which will meet all aspects of the case, except that remedy be found in a well regulated system of corporal punishments. They, however, should not be lightly or hastily resorted to. In the English navy this resort is believed to be less frequent than in our own, and such a result is effectual by means of the 'Black List' system. This is a very good system, but among old sailors a very unpopular one, as compared with that of flogging; because, they prefer a shorter and more severe, rather than a lighter and more lasting punishment—like one chooses the short but excruciating agony of tooth drawing, rather than a continued ache; or like the inmates of a state prison, if punished by their own choice, instead of the public choice, would prefer, each, his 'dozen,' and with it a discharge from durance."

"Under this 'black list system,' various offences have stated values attached. Many lesser offences, amount in the aggregate to a single greater offence, and a given amount in value, committed in a specified time, is balanced by a credit in stripes inflicted at the "gangway.' This removes a necessity for frequent reports; and a single punishment, somewhat severe, it is true, is made to answer in lieu of the disgusting spectacle of repeated flagellation."

W.

ANNCDOTE OF BERNADOTTE, KING OF SWEDEN.—Among the wounded prisoners was a young French sergeant, who so particularly attracted the attention of Colonel Wangenheim, commandant of the Hanoverian troops in the English service, by his interesting appearance and manners, that he ordered the young man to be conveyed to his own tent, where he was treated with attention and kindness until his recovery and release. Many years afterwards, when the French army, under Bernadotte, entered Hanover, General Wangenheim, among others, attended the levee of the conqueror. "You have served a great deal," said Bernadotte on his being presented, "and, as I understand, in India?" "I have served there" —"M. Cadalore?"—"I was there?"—"Have you any recollection of a wounded sergeant whom you took under your protection, in the course of that service?" The circumstance was not immediately present to the General's mind; but on recollection, he resumed—"I do, indeed, remember the circumstances, and a very fine young man he was; I have entirely lost sight of him ever since, but it would give me pleasure to hear of his welfare." "That young sergeant," said Bernadotte, "was the person who has now the honor to address you, and who is happy in the public opportunity of acknowledging the obligation, and will omit no means within his power of testifying his gratitude to General Wangenheim."—*Wilke's Sketches of the South of India.*

NATIONAL BAROMETER.—The London Herald remarks concerning the Mediterranean sea—

"The Mediterranean is the barometer by which the pacific tendencies of Europe are most readily ascertained. Neither England nor France covers its quiet waters with ships of war to educate midshipmen, or to promote the efficiency of the services; for any such purpose the Mediterranean is the last sea resorted to. When either nation has fifteen sail of the line on that station, the friendly relations between them are little better than an armed truce, and the lower their forces on the central sea of Europe are reduced, the firmer assurances have the subjects of Queen Victoria and the fellow-citizens of Louis Philippe that peace is likely to be permanent."

There are now four British sail of the line there; in the Melbourne administration there were eighteen sail.

TRIBUTES OF RESPECT.

At a meeting of the officers of the army serving at Fort Gibson, C. N., convened on intelligence being received of the death of First Lieutenant B. C. Edes, 6th Infantry, at Key West, Fa., on the 30th of March last, Lieutenant Colonel G. Loomis, 6th Infantry, being called to the chair, and Lieut. Chas. S. Lovell, 6th Infantry, appointed Secretary, the following resolutions were adopted:

Resolved, That the premature death of our friend and late associate, Lieutenant Benjamin C. Edes, of of the sixth regiment of Infantry, after a long protracted illness, has excited in us emotions of the most profound sorrow, for the loss of one entitled by his professional and social qualities to the respect and esteem of those with whom he had been connected during his military career.

Resolved, That while we cordially sympathize with his relatives in their bereavement, and with them bow in humble submission to the decrees of an inscrutable Providence, we feel assured, that we may not mourn as they that are without hope.

Resolved, That we will wear the usual badge of mourning for thirty days.

Resolved, That a copy of these resolutions be sent to his relatives, and one to the editors of the Army and Navy Chronicle and Baltimore American for publication.

G. LOOMIS, *Lt. Col. 6th Infy. Commanding.*
B. RANDALL, *Surgeon U. S. Army.*
A. CADY, *Capt. 6th Infy.*
NATHAN BOONE, *Capt. 1st Reg. Drag.*
W. SCOTT KETCHUM, *Capt. 6th Infantry.*
E. STEEN, *Capt. 1st Dragoons.*
CHAS. McCORMICK, *As't. Surg'n U. S. A.*
J. SIMPSON, *Asst. Surgeon U. S. A.*
S. WOODS, *Capt. 6th Infy.*
J. B. S. TODD, *Capt. 6th Infy.*
W. H. T. WALKER, *1st Lt. 6th Infantry.*
R. H. COOLIDGE, *Asst. Surg. U. S. A.*
R. H. CHILTON, *1st Lt. 1st Dragoons.*
J. BELGER, *1st Lt. and Adju't. 6th Infy.*
F. F. FLINT, *2d Lt. 6th Infy.*
L. McLAWS, *Bvt. 2d Lt. 6th Infantry.*
A. D. NELSON, *2d Lt. 6th Infantry.*
A. BUFORD, *2d Lieut. 1st Dragoons.*
GEO. W. LAY, *2d Lieut. 6th Infantry.*
H. W. STANTON, *Bvt. 2d Lt. 1st Drag.*
CHAS. S. LOVELL, *1st Lt. 6th Infy., Sec'y.*

Fort Gibson, C. N., *May* 11th, 1844.

At a meeting of the officers of the army stationed at Fort Smith, Ark., called on the 17th of May, 1844, it was

Resolved, That we have received with deep regret the intelligence of the decease of Lieutenant B. C. Edes, late of the 6th Infantry, our companion and brother in arms, whose intelligence, gentlemanly deportment, and amiable disposition, had justly endeared him to all his associates.

Resolved, That in the death of Lieutenant Edes, the 6th Regiment of Infantry, and the service generally, have lost a very worthy and promising member.

Resolved, That our most sincere condolence is offered to the relatives of the deceased; whose chief consolation, however, will be found in the purity of his life and the calmness and christian resignation which marked his final departure.

Resolved, That these proceedings be transmitted to the family of the deceased, and that copies be furnished for insertion in the Baltimore Patriot and Army and Navy Chronicle.

Z. TAYLOR, *Bvt. Brig. Gen. U. S. A.*
W. HOFFMAN, *Maj. 6th Infy.*
D. HUNTER, *Paymaster.*
J. D. SEARIGHT, *Capt. 6th Infantry.*
W. HOFFMAN, *Capt. 6th Inf.*
J. P. DAVIS, *Capt. 7th Infy. A. Q. M.*
W. W. S. BLISS, *Asst. Adj't. General.*
E. H. ABADIE, M. D., *Asst. Surg. U. S. A.*
E. J. JOHNSON, *1st Lieut. 6th Infy.*
R. W. FOOTE, *1st Lieut. 6th Infantry.*
R. B. GARNETT, *2d Lieut. 6th Infantry.*

At a meeting of the officers of the 6th Infantry, stationed at Fort Towson, (Major Andrews in the Chair, and Lieut. Wetmore Secretary,) upon receiving, information of the death of 1st. Lieutenant B. C. Edes, of that regiment, the following resolutions were offered and adopted:

1*st*, *Resolved*, It is with feelings of profound regret we have heard of the death of our late comrade Lieutenant B. C. Edes.

2*d*, *Resolved*, Associations with Lieutenant Edes in the field, and in the peaceful walks of life, both of which he peculiarly graced by his gallantry and amenity, convinced us of his personal worth, and disinterested patriotism. With elegance of manner he combined the characteristics of a chivalric soldier, a philanthropic man, and a true christian.

3*d*, *Resolved*, That a letter of condolence be addressed by the officers of the 6th Infantry, serving at this post, to the bereaved mother of our late comrade.

4*th*, *Resolved*, That a letter of thanks be addressed to the Officers of the 8th U. S. Infantry stationed at Key West, Florida, for their kindness and attention to our lamented comrade, Lieut. Edes, during his sickness and in the hour of his death.

5*th*, *Resolved*, That the usual badge of military mourning be worn by the officers of this post for the period of thirty days.

6th, *Resolved*, That the Editors of the Army and Navy Chronicle and of the Baltimore American be furnished with copies of the proceedings of this meeting, and be requested to publish them.

GEORGE ANDREWS, *Bt. Maj. Com. Post.*
L. C. EASTON, *1st Lieut. 6th Infy.*
T. HENDRICKSON, *1st Lieut. 6th Infy.*
L. A. ARMISTEAD, *2d Lieut. 6th Infy.*
LEO. WETMORE, *Lieut. 6th Infy, Pt. Ad.*
J. D. BACON, *2d Lieut. 6th Infy.*
R. F. ERNST, *Lieut. 6th Infy.*
F. T. DENT, *Brevet 2d Lieut. 6th Infy.*
N. ELTING, *Brevet 2d Lieut. 6th Infy.*

Domestic Miscellany.

Correspondence of the Boston Mercantile Journal.

THE U. S. FRIGATE RARITAN.

Rio de Janeiro, *April* 12, 1844.

Sir: The United States frigate Raritan, Captain Frances H. Gregory, arrived at this port on the 5th instant, forty-five days from New York. Officers and crew all well. An exchange of salutes with the Columbus, the only American vessel of war in port, immediately took place. Her arrival being on Good Friday, a day much celebrated here, an interchange of civilities with the Brazilian authorities was deferred until the following day, when enough powder was burned to have answered the purposes of a respectable battle. The Raritan, in the absence of the Columbus, ordered home, is to be the flag ship on this station.

The Raritan had a succession of light winds and pleasant weather from the time she left New York until her arrival. She encountered nothing like a storm or gale of wind, and scarcely a shower of rain excepting a few light squalls near the equator. A more pleasant passage across the Atlantic than she had, can hardly be imagined. It was indeed difficult to realize that she was upon the ocean. The whole voyage was a succession of pleasure sailing. Even the distance between the United States and Rio de Janeiro seemed wonderfully shortened, so pleasantly glided away the time.

It is stated by a gentleman who has kept a record, that the average length of passages from New York to Rio for the last five years, has been fifty-three days, being eight days longer than that of this vessel. Her passage, therefore, may be considered a short one, especially if the nature of the winds she met with be taken into consideration, and the circumstance that she was becalmed three days within sight of the Sugar Loaf. She doubled Cape Frio in forty-two days. Running down from latitude 34° to 5° North, in longitude 30° West, she averaged two hundred and forty miles daily for seven successive days, and on one day she made two hundred and seventy-three miles. In light winds there is probably no vessel in the American navy faster than the Raritan, and we have no reason to suppose that she is not equally fast in strong winds and rough weather. No opportunity, however, occurred to test her qualities in this respect.

The Raritan is a new and noble vessel. She was launched and fitted for sea at Philadelphia during the last year. Her keel was laid during the administration of Mr. Adams. She is a frigate of the first class, mounting twenty-six long thirty-twos, and four Paixhan guns of sixty-eight pound calibre on her main deck, and two long thirty-twos and twenty-two forty-two pound carronades on her spardeck—in all fifty-four guns. Her officers are unusually young, and all of them efficient, active and gentleman-like men, promising to rise in their profession, with abilities calculated to advance their own honor, and adequate to sustain that of our gallant navy.

From the Pensacola Gazette.

U. S. FRIGATE POTOMAC.

On the afternoon of the 9th of May, the frigate came to anchor off the bar of the harbor of Galveston. Next morning, Lieut. Palmer was despatched ashore in one of the ship's boats, bearing a communication from Commodore Conner, to the U. S. Charge des Affaires in Texas, as well as orders for the commanding officer of the U. S. schooner Flirt, supposed to be lying within the harbor. On the morning of the 12th, the Flirt appeared in sight, and on nearing the frigate, saluted the broad pennant at our main. Having learned by signal that our Charge, General Wm. S. Murphy, had come out in the schooner, a boat was despatched for him, and he repaired aboard the flag ship; where he remained, as the the guest of the Commodore, a portion of two days. On Monday, Captain Newell, and others of the Potomac's officers, accompanied General Murphy ashore in the Flirt, in reciprocation of his visit to the flag ship, he being honored, on leaving the ship, with a salute of seventeen guns.

We were received with great cordiality, and hospitably entertained, by the citizens of Galveston. Having taken the Potomac's band ashore with us, the ladies of the city were nightly regaled with serenading parties; and the commander of the Flirt gave a party on board his neat little craft, which afforded us a tolerably fair sample of Texian beauty, fashion and manners. Indeed, in our visits among the families, and minglings in the social circles of Galveston, we were every where met with a warmth of feeling and a graceful politeness, and entertained with an intelligent and refined conversation, that would have contrasted favorably with the most intellectual female circles in any of the newly-settled towns of the "States."

The U. S. schooner Flirt has been at Galveston for about six months. Her present officers are, John A. Davis, Lieutenant Commanding; W. C. B. S. Porter, and J. H. Parker, Acting Lieutenants; Robert Woodworth, Passed Assistant Surgeon; S. B. Elliott, Acting Master; and Mr. Howison, Captain's Clerk and Acting Purser.

On the 18th, the frigate's anchors were hove up, and she was got under way, standing to the southward and eastward, under easy sail. On the 19th we fell in with the U. S. sloop-of-War Vincennes, Commander Buchanan, nine days from Pensacola. After remaining in company several hours, she stood away for Galveston. Keeping on our course to the eastward, next day the U. S. brig Somers, Commander Gerry, hove in sight, five days from Pensacola. Sailing in company with us during two days, she took her departure on the 22d, and shaped her course to the westward, presumed to be bound to Texas. On the 23d, we were within a few miles of the light-house at the South-East Pass of the Mississippi; and a steamer that came alongside, tossed a New Orleans newspaper of the preceding day aboard of us. The wind being light and baffling, we were until nine o'clock to-day reaching our anchorage here.

The officers and crew have enjoyed excellent health during the month Perhaps a more meager "binacle list," was never exhibited in a ship containing nearly five hundred people,—stowed, as it were, almost "in bulk."

P. W.

REVENUE CUTTER JACKSON.—Agreeable to a "General Order" issued by the Hon. Secretary of the Treasury, on the 1st of January, 1844, directing such of the Revenue Cutters as were deemed qualified for the service, to cruise during the months of January, February, and March, as well for the protection of the Revenue, as for the relief of any distressed merchant vessels, which might be fallen in with, the United States Revenue Schooner Jackson, stationed at this port, under command of Capt. T. C. Randolph, cruised during the period above-mentioned, within the waters of the Vineyard Sound, and on the coast between Point Judith and Holmes' Hole, being constantly at sea, except when obliged to make a harbor in "stress of weather," or to return to Newport for the purpose of recruiting her stock of supplies. Some idea of the service rendered, and the benefit accruing from this regulation of the department, may be inferred, when it is stated that during the months of January, February, and March, she sailed by the log 2700 miles, boarded and spoke sixty-one vessels, quelled two mutinies, and supplied nine vessels with men and provisions. It will be also recollected that the past winter has been one of extraordinary rigor and severity, and it cannot therefore admit of a doubt, that the course taken by the Secretary in issuing this General Order, was not only wise and expedient itself, but is entitled in an especial manner to the approbation and thanks of all concerned in navigation.—*Rhode Islander, Newport.*

U. S. REVENUE SERVICE.— We notice with pleasure the increased energy, and efficiency, exhibited throughout this branch of the public service generally, and in reference to that portion of it, which has been employed on the New London station, which has come under our more particular observation, we would award the praise for constant vigilance and activity. On the 23d of December, 1843, an order was issued by the Hon. Secretary of the Treasury, by which a chain of relief cruising was directed on the part of all the vessels in the Revenue Marine, extending from New Orleans to Maine. To the ordinary duties of protecting and guarding the revenue, was superadded that of boarding and relieving all vessels found to be in distress, and conducting them into port whenever necessity required. Under these orders, the U. S. Revenue schooner "Madison," Captain Evans, was constantly employed on this station. The cruising ground of the Madison, was between Point Judith, on the East, and Gardner's Bay on the West, and during the months of January, February, and March, has cruised a distance exceeding 2464 miles. In several instances the Madison has afforded essential aid to merchant vessels in distress, when coming on the coast, during the severity of the winter, and has kept the sea "blow high or blow low," in performance of her arduous and responsible duties, giving satisfactory evidence to the public, of the energy of the Department in *directing* the operations of the service, and highly creditable to those who have *executed* the duties of this arm of the public Marine.—*New London Gazette.*

APPOINTMENTS AND PROMOTIONS BY THE PRESIDENT,

By and with the advice and consent of the Senate.

Uriah P. Levy, to be Captain in the Navy, from the 29th March, 1844.

Charles Boarman, to be a Captain in the Navy, from the 29th March, 1844.

William A. Piercy, to be a Commander in the Navy, from the 29th March, 1844.

Richard A. Jones, to be a Commander in the Navy, from the 29th of March, 1844.

James A. Doyle, to be a Lieutenant in the Navy, from the 29th March, 1844.

Mathias C. Marin, to be Lieutenant in the Navy, from the 29th March, 1844.

Arthur P. Upshur, to be a Purser in the Navy.

Thos. Brownell, now a Master, to be a Lieutenant in the Navy, vice Lieut. Jas. K. Bowie, deceased.

Thos. R. Ware, to be a Purser in the Navy, vice Purser Jas. S. Thatcher, lost in the Grampus.

John C. Spencer, Jr., to be a Purser in the Navy, vice Purser Frederick Stephens, deceased.

George F. Cutler, to be a Purser in the Navy, vice Wm. P. Zantzinger, dismissed.

Wm. H. Kennon, to be a Purser in the Navy, vice G. C. Cooper, deceased.

Joel W. Newton, to be a Chaplain in the Navy.

John L. Burtt, to be an Assistant Surgeon in the Navy.

John F. Bartow, to be an Assistant Surgeon in the Navy.

By resolution of June 5, 1844.

Joseph B. Wright, to be promoted to Surgeon of the Army, from 26th March, 1844, vice Surgeon Macomb, deceased.

George Buist, as Assistant Surgeon in the Army, in the place of Wright, promoted.

3d ARTILLERY.

Second Lieutenant Geo. H. Thomas, to be First Lieutenant, April 30, 1844, vice Ketchum, resigned.

Brevet Second Lieutenant John Hillhouse, of 4th Artillery, to be Second Lieutenant, April 30, 1844, vice Thomas, promoted.

1st INFANTRY.

Second Lieutenant Garret Barry, to be First Lieutenant, January 31, 1844, vice Cox, resigned.

Second Lieutenant George W. Wallace, to be First Lieutenant, March 1, 1844, vice Muse resigned.

Brevet Second Lieutenant Charles D. Jordon, of 8th Infantry, to be Second Lieutenant, January 31, 1844, vice Barry promoted.

Brevet Second Lieutenant Eugene E. McLean, of 2d Infantry, to be Second Lieutenant, March 1, 1844, vice Wallace, promoted.

2D INFANTRY.

Brevet Second Lieutenant James W. Schureman, of the 7th Infantry, to be Second Lieutenant, January 25, 1844, vice Huffman deceased.

3D INFANTRY.

First Lieutenant George P. Field, to be Captain, February 29, 1844, vice Wheeler, resigned.

Second Lieutenant Bushrod R. Johnson, to be First Lieutenant, February 29, 1844, vice Field, promoted.

Brevet Second Lieutenant Andrew J. Williamson, of 4th Infantry, to be Second Lieutenant, February 29, 1844, vice Johnson, promoted.

6TH INFANTRY.

Second Lieutenant Lewis A. Armistead, to be First Lieutenant, March 50, 1844, vice Edes, resigned.

Brevet Second Lieutenant Charles T. Baker, of the 3d Infantry, to be Second Lieutenant, March 30, 1814, vice Armistead, promoted.

7TH INFANTRY.

Second Lieutenant Charles Hanson, to be First Lieutenant, March 16, 1844, vice Baker, cashiered.

Brevet Second Lieutenant Lafayette McLaw, of 6th Infantry, to be Second Lieutenant, March 16, 1844, vice Hanson, promoted.

French Forrest, now a commander, to be a captain in the navy, vice Ed. R. Shubrick, deceased.

PRESENTATION SWORD.—There is now nearly finished, at the works of Mr. Ames, at Cabotville, four miles from Springfield, Mass., a rich and beautiful sword, to be presented by the State of South Carolina, to Captain Shubrick. The hilt and all mountings of the sword are of solid gold. It will cost, when finished, six hundred dollars. It is to be finished in time to be presented before the adjournment of Congress.—*N. Y. Journal of Commerce.*

COAST SURVEY.—The U. S. Surveying schooners Gallatin, Lieut. Com. Blake, and Vanderbuilt, Lieut. McArthur, arrived here on Friday last, from the Delaware via New York, to complete the Coast Survey in this neighborhood. We understand that the Bay will not be minutely re-surveyed, as it was thoroughly done a few years ago under the superintendence of Capt. Wadsworth. The present survey will comprise all points not then surveyed, including Providence and Taunton rivers, we presume. The officers have established their head quarters in a room in the custom house here, which has been assigned to them by the collector for that purpose.—*Rhode Islander, Newport, June 5.*

ARMY.

WAR DEPARTMENT,
June 10, 1844.

ARTICLE XXXIV. GENERAL REGULATIONS.

All changes and modifications of the "GENERAL REGULATIONS FOR THE ARMY," relative to "Leaves of Absence," are hereby rescinded; and the provisions of paragraphs 140, 141, 142, 143, &c., are restored, and will be duly observed.

The "Commander" referred to in No. 141, has reference to a *Geographical* "Military Department."

ARTICLE LXXVIII.

The last clause of paragraph 1097 is modified by substituting therefor, the following— * * * * "If two or more Assistant Commissaries happen to meet on duty at the same post or station, the senior Lieutenant by regimental Commission, who has given bonds, shall perform the duties of his Staff appointment, unless otherwise directed by the commanding officer, who, with the reasons therefor, will report the fact to the Adjutant General's Office for the consideration of the Secretary of War.

WM. WILKINS,
Secretary of War.

ADJUTANT GENERAL'S OFFICE,
June 10, 1844.

BY ORDER: R. JONES, *Adjut. Gen.*

A Board, to consist of Surgeons W. V. Wheaton and R. S. Satterlee, and Assistant Surgeon C. M. Hitchcock, will assemble at West Point, on the 24th inst., to examine into the physical qualifications of the cadets, who are applicants for admission into the Military Academy. The same officers, to be associated with the superintendent and military instructors, will constitute a Board for the purpose of examining into the physical qualifications of the members of the graduating class.

Naval Intelligence.

HOME SQUADRON.—Sloop of-war *Vincennes* arrived and anchored of the bar at Galveston, on the 22d ult. All well.

The United States ship Vincennes, Captain F. Buchanan, arrived and anchored about 1¼ miles from the bar, and seven from the city, (her draught of water will not admit of her crossing the bar,) on the 22d instant; the following morning, after communicating with the authorities, she hoisted the Texan flag at the fore, and saluted us with 21 guns, which was returned from the fort. The ship is attached to the United States "Home Squadron," under command of Commodore D. Conner. It is rumored here that all the vessels composing the Squadron are to assemble off this port immediately. The "Vincennes" has been but a few days in our waters, and has already rendered us important services by assisting our merchant vessels.—*Galveston, May.*

Steamer *Union*, arrived at Pensacola on the 26th ultimo from Norfolk.

The frigate *Potomac*, arrived at Pensacola on the 26th untimo, after a month's cruise in the Gulf. It is understood that the frigate *Potomac*, and steamer *Union* will sail to morrow for the coast of Mexico.—*Pensacola Gazette, June* 1.

The brig *Lawrence* sailed from Norfolk on Tuesday last, for the West Indies.

Revenue Service.

The schooner Nautilus Capt. Walden, has arrived at Baltimore, and been transferred to the Coast Survey.

The Van Buren has been repaired, and returned to her station at Charleston, S. C.

May· APPOINTMENTS.

27—Stephen Fosdick, Gunner.
Thomas M. Crockett, Gunner.
Hugh Walker, Carpenter.
25—Robert H. Knight, Boatswain.
27—James Fishburn, Boatswain.
Charles Smith, Boatswain.

AGENCY FOR CLAIMS AT WASHINGTON.—The Undersigned offers his services as Agent for Claims upon either of the Departments or Congress.

Particular attention will be paid to the settlement of accounts of disbursing Officers, who may find it inconvenient to attend personally; *especially those of the Navy.* His experience and practical knowledge will afford many facilities.

Charges will be moderate and regulated by the amount claimed and the extent of services required. Communications (post paid) will receive immediate attention.

CHAS. LE SELDING,
Office, Sixth-street, next to corner of F.

References.—Commodore Charles Stewart, Commodore John Downes, A. O. Dayton, Esq., 4th Auditor, Treasury Department; A. T. Smith, Esq., Chief Clerk, Navy Department; John C. Rives, Esq., Washington; John Boyle, Esq., Washington; James Hoban, Esq., Washington; Chas. O. Handy, Esq., Purser, U. S. N; John De Bree, Esq., Purser, U. S. N.; R. R. Waldron Esq., Purser U. S. N.; Saml. P. Todd, Esq., Purser, U. S. N.

Jan 1—1y.

ARMY AND NAVY CHRONICLE, for five years—from 1836 to 1840—ten volumes, half bound, and unbound, for sale at $12 50 per set, in sheets, or $15 per set, bound. Any volume or number may be had separately.

Jan. 19—tf B. HOMANS.